

- 1.SAFETY AND TRAFFIC CONTROLS SHOULD BE A BID ITEM ON ALL PROJECTS THAT INVOLVE THE TRAVELING PUBLIC. A SAFETY ACTION PLAN NEEDS TO BE DEVELOPED ON EACH PROJECT, WITH A DETAILED LIST OF ITEMS NEEDED, SUCH AS HOW MANY CRASH TRUCKS,LIGHTING,COMPETENT TRAINED FLAG PERSONS AND SO FORTH.
- 2.A LARGER BUFFER ZONE IS NEEDED, ON MANY OF THE PROJECT WE WORK ON THE HIGHWAY WORKER IS WITH-IN 2-3' FEET OF VEHICLE TRAFFIC, THAT IS MOVING AT OVER 60 M.P.H. AND IS ONLY PROTECTED BY A PLASTIC CONE OR BARRELL.
- 3.UNIFORMED POLICE OFFICER IN PATROL CARS ON ALL PROJECTS INVOLVING VEHICULAR TRAFFIC.
- 4.BETTER ENFORCEMENT BY LOCAL POLICE IN WORK ZONE AREAS.
- 5.A GREATER EMPHASIS IS PUT ON HOW THE WORK WILL AFFECT TRAFFIC CONGESTION THAN HOW IT WILL IMPACT SAFETY I.E. NIGHT WORK ON THE HIGHWAY CAN REDUCE SAFETY.
- 6.PERMANENT BARRICADES NEED TO BE INCORPORATED INTO JOBS TO PROTECT WORKERS.
- 7.SPEED LIMITS HAVE TO BE LOWERED IN THE WORK ZONE AND ENFORCED.
- 8.THE STATE OF TEXAS AWARDS CONTRACTS BASED ON THE LOWEST BID.THIS CREATES A PROBLEM ON THE SAFETY SIDE, CONTRACTOR HAVE TO CUT COST AT EVERY CORNER TO WIN CONTRACTS. SAFETY SUFFERS, WE OFTEN HEAR THAT THERE IS NO MONEY FOR EXTRA CRASH TRUCK ,ADEQUATE LIGHTING ,PROPERLY TRAINED FLAG PERSONS,POLICE OFFICERS IN THE SET UP AND SO ON. CONTRACTS SHOULD BE AWARDED CONTRACTS NOT ONLY ON COSTS, BUT BASED ON PAST WORK HISTORY AND QUALITY OF WORK. THE PRIVATE SECTOR IN CONTRUCTION HAS LONG LEARNED THAT THE CHEAPEST PRICE WILL USUALLY GIVE YOU THE POOREST RESULTS, IN SAFETY AND THE QUALITY OF WORK.
- 9.THE PLAIN AND SIMPLY TRUTH IS THAT A PLASTIC CONE OR BARRELL WILL NOT STOP A CAR OR TRUCK, UNTIL A COST EFFECTIVE METHOD OF PLACING AND REMOVING MORE SUBSTANTIAL BARRICADES ARE DEVELOPED, WE WILL NEED BETTER SAFETY PLANING, UNIFORMED POLICE AND PATROL CARS IN THE SET UP AND BETTER ENFORCEMENT BY LOCAL POLICE IN THE CONSTRUCTION ZONE.WE HAVE ADOPTED A POLICY THAT A POLICE OFFICER HAS TO BE IN THE SET UP ON A HIGHWAY PROJECTS WITH CONES OR BARRELLS, WE HAVE NOT WORKED ON SEVERAL JOBS BECAUSE THIS WAS NOT A REQUIREMENT BY THE STATE DURING THE BID PROCESS, AND THE GENERAL CONTRATOR DID NOT HAVE MONEY IN THE PROJECT FOR SUCH AN ITEM. THE STATES OR FEDERAL GOVERNMENT NEED TO PUT SAFETY PROFESIONALS ON THESE PROJECTS, ALONG WITH THEIR ENGINEERS AND INSPECTORS SO THAT SAFETY HAS JUST AS MUCH PRIORITY AS THE REST OF THE PROJECT.